THE MARINE RECORD.

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AN ENERGETIC REPRESENTATIVE OF LAKE INTERESTS.

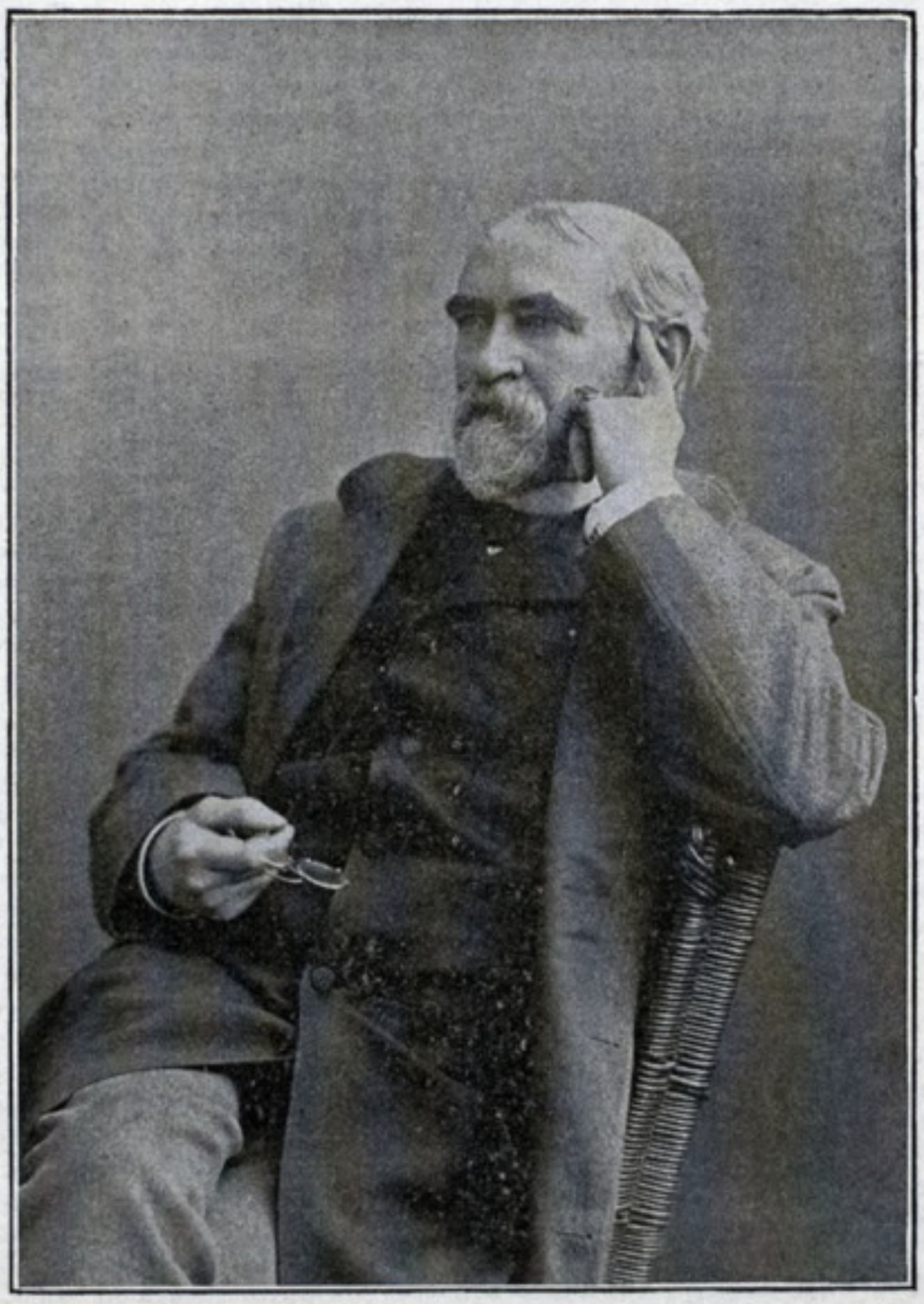
We give in this number of our paper the likeness of one of the foremost citizens of Cleveland, whose name for years has been recognized as among the most useful and influential friends of the lake commerce. The monuments of his labors are scattered all along the shores of the lakes, and to his earnest endeavors we are indebted for some of the most valuable and important of the government works.

It may not be invidious to say that Mr. Parsons has been able to secure as valuable improvements for lake commerce by his personal influence as any other citizen of Ohio or the country.

"A workman is known by his chips." Among the laws of Congress providing for lake improvements secured by Mr. Parsons, we find the following: The breakwater at Cleveland, cost originally agreed upon, $1,800,000; improvements at Rocky River, $30,000; securing lease of Marine hospital for Cleveland at one dollar per year; appropriations for clearing obstructions at Grosse Point, $75,000; light-house at 11-foot shoal at Escanaba, $60,000; law for light-house at White shoals, $60,000; light-house, Devil's Island, $25,000; changing locality of light, McGulpin's; for repairs of government pier at Cleveland, $30,000; range lights on St. Clair river and Grosse Point; life saving station at Cleveland, which has saved a large number of lives and great value of property; a life saving station at Marquette; a life saving station at Ashtabula; light on breakwater at Cleveland; fog signal at Cheboygan Point, Lake Huron; fog signal at Presque Isle; fog whistle at Cleveland; fog whistle at Chicago; fog signal, Three Rivers Point; light at pier at Duluth harbor; fog whistle, Two Harbors; fog whistle, Ashland harbor; fog whistle, Point Iroquois. He also, at request of Cleveland Vessel Owners' Association, rendered important service in aiding to secure an appropriation of $130,000 for completing the work of clearing Detroit river of obstructions. He also secured from President Cleveland and the Secretary of War an urgent request to the Committee on Rivers and Harbors to complete the improvements of St. Clair Flats canal, and secured a unanimous report from the committee and bill providing for about $285,000. The bill failed only because it was reported late in the summer, and "no quorum" could be secured to vote upon it. Mr. Parsons also got a favorable report from the Light-House Board for lighting St. Mary's river, and Mr. Randall placed the sum needed in the appropriation bill. But as no previous law authorized the lighting, the provision was stricken out under the rules of the House.

In Mr. Parsons' exhaustive argument before the committee on commerce of the House of Representatives, in 1888, he presented a table of the disasters occurring on the lakes in 1887, taken from THE MARINE RECORD, with the damages occasioned in each case. The sum total was about $2,500,000, with loss of life of 204 persons. We quote the closing portion of his speech from a printed report before us. It was most appropriate and forcible. He said:

"I beg pardon, gentlemen, for taking so much of your time, but you will rarely be called upon to meet matters of more real importance to a large class of your fellow citizens. I am solemnly impressed with the responsibility of my trust. Within my own recollection, more than 3,000 seamen have fallen victims to the perils of these inland seas, not to speak of a host of helpless voyagers—men, women and children—who have gone down beneath the waves. The property destroyed is said to reach $40,000,000 in value. In presence of such impressive facts, we deem it our right, as well as privilege, to come to you and ask that, so far as lies within your power, you will give us such needed legislation as may largely lessen the future destruction of property and add new safeguards to the protection of human life."



HON. RICHARD C. PARSONS.

Mr. Parsons warmly opposed the plan of building a bridge over the Detroit river, and at one time succeeded in delaying any action of Congress upon it for an entire year. He has always urged upon Congress the vital necessity of a channel of 20 feet from St. Mary's river to Lake Erie, and the national importance of a ship canal from Lake Erie direct to the Atlantic.

While a member of Congress, Mr. Parsons was a member of the committee on commerce. It was owing to an amendment drafted by him that the bill providing for the Mississippi jetties passed the committee or was reported to the House. Before entering Congress, he drafted and carried through both Houses a bill establishing steam communication between Brazil and the United States, a scheme he had strongly recommended to the government while Consul General at Rio Janeiro.

THE NANSEN POLAR EXPEDITION.

The famous Norwegian explorer Dr. Nansen's scheme to reach the polar regions is essentially different from the plans followed by other explorers in the frozen regions of the north. Hitherto, with one possible exception, all attempts to reach the north pole have been made in defiance of the obstacles of nature. Now an attempt will be made to ascertain whether nature herself has not supplied a means of solving the difficulty, and whether there is not, after all, a possibility of reaching the north pole by utilizing certain natural facilities in these frozen seas of which all early explorers were ignorant. The circumstances upon which these new hopes are based may be summarized thus:

The Jeannette expedition of 1879-81 and the loss of that vessel seemed to sound the knell of all expeditions to reach the pole by Bering straits, but in June, 1884, exactly three years after the Jeannette sank, there were found near Julianshaab in Greenland several articles which had belonged to the Jeannette and had been abandoned at the time of its wreck by the crew and which had been carried to the coast of Greenland from the opposite side of the polar sea on a piece of ice. This fact at once aroused curiosity as to how it accomplished that weird and mysterious voyage across the Arctic ocean, and as to what unknown current had borne, that significant and informing message from Bering straits to Greenland, and it is thought highly probable that there is a comparatively short and direct route across the Arctic ocean by way of the north pole and that nature herself has supplied a means of communication however uncertain, across it.

Dr. Nansen's expedition will endeavor to realize these hopes of a direct route across the apex of the Arctic ocean. The expedition will consist of ten or twelve men. "There are no points of similarity between this expedition and Lieut. Peary's for he aimed to reach the northernmost part of Greenland, and the Nansen expedition is to pass the pole and traverse the unknown polar regions. Dr. Nansen will take with him on the expedition, five years' provisions. The Norwegian government subscribes two-thirds of the cost and King Oscar and others will privately donate the remainder. The expedition will leave Norway in June and proceed direct to Nova Zembla."

ANNUAL NAVAL REPORTS.

Commodore Ramsey, of the Bureau of Navigation, in his annual report says that 21 officers are now attending the Naval War College and Torpedo School just completed and opened at Coasters' Harbor Island, Newport, R. I. Under the terms of the new postal subsidy act, twenty American steamships have been inspected, tested for speed and classified with a view to their possible use for naval purposes in time of war. During the past fiscal year 908 men and 352 apprentices deserted from the U. S. Navy. Prizes amounting to $4,245 were paid to enlisted men for proficiency in target practice.

Among the inclosures in Commodore Ramsey's report is the report of Supt. Pythian of the Naval Academy at Annapolis. He says that particular attention is now being paid to systematizing the branch of physical training, the object in view being the best symmetrical physical development of each cadet. It is also recommended that the limits of age of admission of cadets be fixed at from 14 to 18 years.

NEWS AROUND THE LAKES.

CLEVELAND, O.

The schooner Wyandotte got a 40 cent coal charter to St. Clair, here on Tuesday.

The Bradley Line steamer Henry Chisholm will receive new boilers at this port during the winter.

Advices received at this port on Tuesday lend color to the belief that a number of boats now on Lake Superior will be compelled to winter there as ice is making already.

The schooner H. P. Baldwin is in the Ship Owners' Dry Dock for repairs to her keel, stern post and outside planking.

Krause & Hanlon, coal dealers, have libeled the steambarge Maine and barge J. A McDougall, for $713 for advances made on insurance premiums and fueling.

Under the direction of Col. Jared A. Smith, a channel 140 feet wide and 17 feet deep has just been completed at Lorain. The bar which formed there since the August storms has also been removed.

The Cleveland-Buffalo Line steamer City of Mackinac, has arrived at this port, and will undergo a thorough overhauling and re-fitting to open up the new route next summer under the most favorable auspices.

Hard fall weather with strong gales and snow storms has been experienced during the past week on the lakes, several strandings have occurred on account of the heavy snow shutting out all sight of land.

Major Burton Parker, of Monroe, Mich., and Major Campbell, of Fostoria, O., special agents of the Treasury Department, have just finished the inspection of the accounts and general condition of the Cuyahoga custom house. They were assisted by Hon. R. A. Horr, of Wellington. They state that they have not, in all their tour, found everything as ship-shape as in Collector Gary's office.

General Manager Carter, of the Detroit & Cleveland Steam Navigation Co., has announed that D. C. McIntyre, general freight agent of that line in Detroit, has been appointed general freight agent and district passenger agent, with headquarters at Cleveland. This is to fill the vacancy caused by the resignation of T. F. Newman, who has accepted the position of secretary and general manager of the new Cleveland & Buffalo Transit Co.

Mr. Walter Miller, mechanical engineer of the Globe Iron Works Co., recently furnished the New York *Railroad Gazette* with drawings and particulars of the large steel 80-ton sheer legs erected at the shipyard. The drawings and description of this, the heaviest lifting purchase in Ohio, occupy nearly two pages of the *Gazette* and present a very accurate and interesting article.

J. H. Wade's fine steam yacht, the Wadena, is expected to arrive here to-day. She will go into quarters at the yards of the Cleveland Ship Building Co., and receive an overhauling after her long cruise over the eastern hemisphere, in which she has proved herself an excellent and comfortable seaworthy craft.

The jibboom of the schooner John M. Hutchinson found its way into the cabins of the passenger steamer City of Cleveland, as the latter was departing for Detroit, Saturday night. The boats collided at the mouth of the river, bound opposite ways, one of the Cleveland's crew was injured, but the Hutchinson sustained no damage.

At the yards of the Globe Iron Works Co. the first of the J. J. Hill line of twin screw steel passenger steamers is all in frame, and work is also well advanced on the large new steel freight steamer building to the order of Lorain capitalists and known as the Wallace contract.

Work at the yards of the Cleveland Ship Building Co. is being well advanced and the large freight monitor building to the order of the Wilson Transit Line will soon be ready for launching. The Bradley Line steamer is also getting into shape and it is safe to affirm on the authority of Capt F. D. Herriman, chief inspector of the lake department of the Bureau Veritas, that no more staunch and well constructed freight steamers have ever been put afloat than the two now under construction at the above named yards.

Subscriptions to aid the widow of the late William Seaman, engineer of the Western Reserve, are being received from all lake ports and the M. E. B. A. will no doubt be in a position to give Mrs. Seaman substantial financial proofs of the esteem in which the lost engineer was held by the entire fraternity. Organizations are invaluable in their efforts to alleviate the distress of the widows and orphans and a liberal spirit has generally characterized all those who have been approached in such a worthy cause as the above. It is to be hoped that the family of so faithful an engineer as William Seaman was, will never see a day of want, and the hearty efforts of the local M. E. B. A. will be a solace to the family who have lost their estimable and respected bread-winner.

Chaplain J. D. Jones, of the Floating Bethel, has, through the kindness of his patrons, been enabled to gather together a sufficient sum to procure a large number of Thanksgiving baskets of turkey and provisions for presentation to-day to the worthy poor of this city. Other gift sources have been very quiet, nor do I hear of a great deal of open handed liberality on Thanksgiving day this year, but the Chaplain is as heartily to the fore as in former years, and this too in the annivesary year of his quarter of a century's service at this port in charge of the Floating Bethel, though, by the way, she is now transformed into bricks and mortar, with bowers and sheet anchors in the best of holding ground, on River street, and everything snug and ship-shape below and aloft.

Great excitement and anxiety was experienced by vesselmen and the families of those on board of the steel steamer Pontiac last Saturday, while she was at anchor under Grand Island, Lake Superior. It was known at Sault Ste. Marie that the steamer was overdue, but it was not known that she had taken shelter, and she could not be reached by wire. Owing to the recent founderings, the entire marine community are prone to think the worst if even a vessel is a few hours overdue, but the scare regarding the Pontiac, being under the circumstances, totally unfounded, will no doubt have the effect of creating more patience regarding overdue vessels and belief in the seaworthiness of large iron and steel steamers.

The treasurer of the Lake Carriers Association, Capt. Geo. P. McKay, recognizes the necessity of establishing some adequate means of determining the names of the crews shipped each trip on the large lake steamers, so that in the event of a total or individual loss, full particulars of the missing seamen might be obtained. The Captain favors the system recently advocated in THE RECORD and expressed an intention of devoting some of his time during the winter to perfecting a system whereby owners might be notified of changes in the crew list as early as possible. This would be a good work, if accomplished, and obviate the necessity of reporting the entire crew at the Custom House before clearances were issued. Capt. McKay has done noble work for the lakes, and his assistance is required in many beneficent acts each succeeding year.

BUFFALO, N. Y.

Special Correspondence to The Marine Record.

Capt. Maytham when he returned from the Newburg, ashore west of Long point, brought most of the crew but left Capt. Dunn and a few men, with orders to build a shanty on the shore and watch the vessel until relief came. The Newburg lies in about fourteen feet of water and so far is in great danger. She is not sinking in the quicksand, found in localities along the north shore. The steamer F. & P. M. No. 2, ashore 8 miles east of the Newburg, had steam up and is probably not leaking much. The steamer Susan Peck is only slightly damaged by her collision with the Nelson at the Lime Kiln Crossing. Her master telegraphed that her stem is twisted but the boat is not leaking. The Nelson with 50,000 bushels of wheat from Chicago sank in 21 feet of water two miles below Bois Blanc Island and assistance has been sent her. The Nelson is owned by William Mitchell of Bay City and is insured for $17,000.

The steamer Jessie H. Farwell ran a great risk Saturday night of destruction from a naphtha lamp, upset in her pilot-house while coaling. She escaped with the destruction of the cabin and the steering gear near it.

John H. Finley, brother of Thomas Finley, second engineer of the lost steamer W. H. Gilcher, has just returned from North Manitou island, where he went in search of the remains of his brother, who was lost in that disaster. Although unsuccessful in the search for his brother's body, Mr. Finley made several interesting discoveries. All the deck houses are on the beach on North and South Manitou islands, also seven midships hatch covers. The schooner which is reported to have collided with the Gilcher is more than ten miles from the place where the latter vessel sunk. Captain Peter Oleson, of the life saving station, and others at North Manitou island are confident that the wreck of the Gilcher is on the bottom not more than four miles from the beach. Mr. Finley arrived at the scene November 9th and remained there several days. He looked the ground over carefully and talked with many people. Mr. Finley says that he was the first and only interested person who has visited the place, and says that many reports which have been printed are incorrect, and that no effort has been made to investigate the matter. This latter feature is, I think, a barbarism such as ought not to obtain under the present departments of the United States. Wonder whose province it would come under if five hundred passengers had been lost instead of about twenty seamen? Some official investigations ought to be made in these cases, especially when loss of life occurs.

Dispatches to Manager Drake, of the Lackawanna line, state that the steamer Newburg, which stranded near Stony Point, on the north shore of Lake Erie, last Saturday, has gone to pieces. The Newburg had a cargo of flour and general merchandise valued at $50,000, from Green Bay to Buffalo. She was owned by the Kelderhouse syndicate, and was built by the Erie road, running in that line for many years between Chicago and this port. She was insured for $30,000, and valued in the Inland Lloyds Register at $40,000.

OWEN SOUND, ONT.

Special Correspondence to The Marine Record.

The government survey steamer Bayfield, arrived here Saturday morning from a nineteen days cruise on Lakes Huron and Superior.

The following craft are now tied up here for the winter: Side-wheel steamer Rival, tugs, E. Blake, Heatherbell and McCamis tug line.

The Campana arrived here Wednesday, Nov. 16th, with wheat from Ft. William for a Montreal firm and cleared Friday morning for Ft. William. It is intended to make another trip here, when she will go on the dry dock for repairs and probably winter at this port.

The steam barge Africa, which has been in port for several weeks getting a new crank pin, cleared for French river for lumber Monday night. She will then proceed to Windsor, where she will likely winter.

The new government cruiser being built by Polson Iron Works, will soon be launched. It is rumored that they have secured the contract for putting 160 steel plates in steam barge Algonquin.

Quite a few sailors have arrived from the "promised land" and report a very successful season. I have heard one brag of his hair-breadth escapes with Inspector De Barry, of Buffalo. His story may do out on the farm, where he belongs. For my part, I think if Inspector De Barry once spots him, he would have seen his beloved country in quick time.

The new wooden steamer being built for the North Shore Navigation Co. by Captain Simpson, is now under way. The keel has been laid and over sixty frames erected; about forty ship carpenters are at work on her and Captain Simpson expects to increase their number to seventy or eighty. She is 210 feet long and will be completed by the 1st of May next, to run between Owen Sound and Chicago. Capt. James Basset, of Collingwood, represents the North Shore Navigation Co.'s interest in superintending the construction.

COLLINGWOOD, ONT.

Special Correspondence to The Marine Record.

Navigation will close here about December 5th.

The Great Northern Transit Co.'s steamer Atlantic left on her last trip for the season on Sunday. The Pacific, of the same line, left on Tuesday on her last trip. The North Shore Navigation Co.'s steamers will go into winter quarters about the same time. The Favorite, of this line is out on her last trip, and the City of Midland leaves Tuesday.

About six years ago the steamer City of Owen Sound, plying between Collingwood and Duluth, ran on a shoal near Clapperton Island, in the north channel and sank in about 110 feet of water. A year and a half ago, the Collinsby Rafting Co. purchased the steamer as she lay on the bottom, and after several unsuccessful attempts to raise her she was finally raised and brought here and placed on the Collingwood dry dock last August. She was converted into a barge and left on her first trip on Tuesday of last week, going to Parry Sound to load lumber for Oswego. On Saturday while coming out of Parry Sound she ran on Black Rock. Steamers arriving to-day report her still on.

Capt. W. A. Clark will probably build another large wooden tug here this winter.

The steamer Telegram has been brought here for the purpose of having her engine compounded. Mr. McEwen of the Collingwood foundry, has the contract. The Telegram is owned by Joseph Tanby, of Sault Ste. Marie, Mich.

The work on the new passenger steamer for the North Shore Navigation Co. is progressing rapidly. Captain Bassett is personally superintending her building. The steamer will be 222 feet long, have 152 state rooms, and accommodation for 400 cabin passengers. She will be very fast, fully 18 miles per hour. D. W.

PORT HURON, MICH.

Special Correspondence to The Marine Record.

The passenger steamer City of Milwaukee arrived here from Grand Haven and during the fall she will receive a thorough overhauling. She will also be equipped with an electric light plant.

The barge Potomac arrived here, leaking. Mr. Crostwaite has ordered her docked and she will receive large repairs here this winter.

The Canadian schooner Mary is held at this port, in

charge of the U. S. marshall, libeled for some outstanding bills.

William Collwell was killed on the barge Lone Star by the falling of the main mast.

The schooner Ida Keith arrived here in tow of the wrecking tug Favorite. The Keith is leaking badly. As soon as she discharges her cargo she will go into Dunford & Alverson's drydock for repairs. About two-thirds of her cargo of oats is damaged. Capt. Wm. Keith, the owner, and Capt. Geo. McLeod, representing the underwriters, are here looking after their interests.

The steamer Ira H. Owen bound up, grounded on the head of the middle ground. Tugs Balize Owen and Haight made unsuccessful attempts to release her. James Lynn contracted to lighten her off and after lightening five hundred tons she was released.

Tug Torrent and propeller Gettysburg are wrecking the rafts that went ashore above the light during the last blow.

Mr. Lynn, the marine reporter, advises masters of deep draft boats to check down in coming into the river in the vicinity of Corscia shoals and above the middle ground abreast of the freight house at Sarinia.

The water in St. Clair river is very low at present. Tuesday it was down twenty-two inches.

CHICAGO, ILL.

Special Correspondence to the Marine Record.

The schooner Marion W. Page arrived here last Thursday morning. She lost a considerable portion of her canvas about two weeks before her arrival, but Capt. Williams got her here with what was left.

The Seamen's union advanced sailors' wages on the 18th inst. to $4.00 per day.

The fine new steamer C. F. Beilman, captain, A. A. Stewart, arrived here with coal from Buffalo Friday, on her maiden trip to this port. She has a splendid appearance, and her equipment and furnishing is of the very best and reflects great credit on her builders.

On Monday grain freights tumbled to two cents on corn to Buffalo.

Albert W. Goodrich, president of the Goodrich Transportation Co., is expected home about December 1st. He left Japan November 10th and will come by way of the Sandwich Islands and San Francisco.

The Lake Michigan & Lake Superior Transportation Co. have placed their steamer J. L. Hurd in winter quarters here. Their steamers Peerless, City of Duluth and City of Traverse will go into winter quarters on their arrival at this port. Their steamer Jay Gould will winter at Duluth.

The Goodrich Co.'s steamers Virginia, Chicago and Sheboygan have gone into winter quarters at Manitowoc. Their steamer Atlanta has been taken off the route between this port and Grand Haven and Muskegon and is running on their West Shore route.

The following schooners have gone into winter quarters since my last letter: James G. Blaine, Sunrise, A. Mosher, J. H. Mead, James Mowatt, George W. Adams, John Shaw, E. A. Nicholson, H. B. Moore, Olga, Clara, George Sturges, Minnie Hanson, George L. Wren, Annie Thorne, Jessie Phillips, Baltic, G. L. Boyce, Bertie Calkins.

Rosel Downer, the well known marine diver, has purchased the steamer Kitty O'Neil and is running her as an express upon Chicago river, conveying sails, gear, supplies, etc.

The Hon. James Ash, of Buffalo, is spending a few days in this city.

The Peshtigo Lumber Co.'s fleet went into winter quarters last week. Capt. William Nicholson, of the steamer Boscobel, commodore of the fleet, has made 53 trips with her consorts during the past season and conveyed 53,000,000 feet of lumber to this port without accident of any kind. The Boscobel, Woquebay, Mantence, Alert and Advance are laid up here, the Peshtigo and Active at Peshtigo.

The stocks of grain in Chicago elevators last Saturday evening were 9,983,000 bushels of wheat, 6,266,000 bushels of corn, 2,473,000 bushels of oats, 440,000 bushels of rye, and 108,000 bushels of barley. Total, 19,270,000 bushels of all kinds of grain, against 8,657,000 bushels a year ago. For the same date the Secretary of the Chicago Board of Trade states the visible supply of grain in the United States and Canada as 69,536,000 bushels of wheat. 12,244,000 bushels of corn, 7,941,000 bushels of oats, 1,285,000 bushels of rye, and 2,787,000 bushels of barley. These figures are larger than the corresponding ones a week ago by 2,333,000 in wheat and smaller by 869,000 in corn. The visible supply of wheat for the corresponding weeks a year ago increased 2,186,000 bushels.

The steamer A. D. Hayward left here with her consort the Peshtigo, light, for Muskegon, Sunday evening. They encountered a heavy gale from the northwest Sunday night and were compelled to run back, arriving here Monday morning at 10 o'clock, Captain Ladner said the wind blew so hard that the Hayward would not answer her helm, and one of the wheelsmen was knocked over by the wheel and seriously injured. He further stated that he was on Lake Superior towing the Peshtigo and Marks at the time the Western Reserve was lost and did not find the wind and waves as bad as on last Sunday night. The gale having gone down somewhat, the Hayward and Peshtigo left here again Monday night. The Peshtigo is to load a mill and machinery at Muskegon and convey it to Saulte Saint Marie, in tow of the Hayward, the latter will load lumber and return to this port to lay up.

The Vessel Owners' Towing Association will build a powerful tug during the coming winter.

The Marinette Barge Line Company's barges will lay up on their arrival at this port.

The schooners Jessie L. Boyce and Levi Grant left for Michigan City, Tuesday where they will go into winter quarters.

The schooner Lyman M. Davis, came into this port Saturday afternoon with Captain Barnes very seriously ill on board. Captain Barnes has been taken home to Muskegon. Captain Tom Williams of the schooner Jack Thompson, will take the Lyman M. Davis to Muskegon.

George W. Phillipe, chief engineer of the Western Transit Company's steamer Syracuce, has been missing since last Thursday. He was at T. B. Banner's engineers supply store Thursday afternoon and ordered some supplies and has not been seen or heard of since he left there. Mr. Phillipe has been in the employ of the Western Transit Co., many years and is much respected. He is married and resided at 1445 Genesee St., Buffalo, his son William is chief engineer of the steamer Northern King. The assistant engineer John Marks was given command of the engineers department and took an assistant from this port. The Syracuse left Friday for Buffalo. It is feared that Mr. Phillipe has met with foul play or has fallen into the river.

The dismasted schooner Lottie Cooper, still lies at anchor outside the harbor at Holland, Mich. The United States tug Gen. Hancock made an effort to get out to her on Tuesday, but was prevented by the heavy sea and the shoal water.

There ought to be good business for tonnage wintering at Milwaukee, as a large amount of grain is in store there, besides, that port is an excellent one for all repair work. The whaleback fleet at the head of Lake Superior will take care of a large quantity of grain and charters for spring delivery from that point has already been made, but with the usual unsatisfactory results of terms not being made public, it is thought however that 5½ to 6 cents is the ruling figure. and Chicago may yet offer a rate equal to this for winter storage.

The first loss of the new Chicago Insurance Company was on the wheat cargo of the schooner Nelson, sunk at the mouth of the Detroit river Sunday by the steamer Susen E. Peck. The new company had $5,000 on the schooner's cargo, which will be a total loss. The rest of the cargo was evenly divided between the general agents. The insurance losses of Saturday and Sunday on the steamer Newburgh, steamer F. & P. M. No. 2 and the schooner Nelson aggregated over $125,000.

A dispatch from Frankfort, Mich., states that the old revenue cutter Andy Johnson distinguished herself on Monday by rescuing the crew of the big schooner Annie Vought, which stranded on South Manitou island. A big sea was running, but Captain Davis succeeded in getting all the sailors off the boat without loss of life. The Johnson brought the crew safely to Frankfort. The Vought was in tow of the steamer Inter Ocean and broke adrift in the gale. She is owned by Capt. Peter Wex and others and is insured. Her value is about $20,000. The Johnston will now attempt to pull the stranded schooner Lilly Pratt into deep water. The Pratt went ashore the night the Gilcher was lost.

At Miller Brothers' shipyard the steamer Philip Minch was in dock for some new plank and re-calking, the steamer Lucille for re-calking and re-ironing, the steamer Minnie B. for some new plank and calking, the barge Peshtigo to have a leak stopped.

Capt. Nelson W. Napier has been appointed to the command of the steamer Lucille, vice Capt. P. Bowe resigned.

WILLIAMS.

CLOSING THE SEASON.

A special from Ashtabula Harbor states that the season of navigation has nearly drawn to a close as far as that port is concerned, and the season's business has been entirely satisfactory. Both ore receipts and coal shipments have been much ahead of those of any previous season. More than 2,500,000 tons of ore have been received and 800,000 tons of coal shipped. A few cargoes of ore are expected yet, but coal shipments are about over, the Pennsylvania Company's coal docks having been closed down, while but one more boat will be loaded on the Lake Shore side.

The Sparta and Sumatra of the Orient Line and the Alva Bradley of the Bradley fleet, have been stripped and laid up. The Cambria and Corona will winter here, while the Corsica, all of the Mutual Transportation Line will go to Cleveland. The Minnesota line boats have orders to lay up as fast as they arrive down, but the Marina will go into dry dock at Cleveland for general repairs. Three of the Menominee line boats will lay up here and the other three at Cleveland.

TO PATROL THE ATLANTIC.

The president has issued an order for revenue vessels to patrol the Atlantic coast from December 1st to April 1st, in order to assist vessels that may require their services. The vessels selected for this service are the following: Levi Woodbury, to cruise from Eastport, Me., to Cape Elizabeth, Me.; Alexander J. Dallas, from Mt. Desert, Me., to Gloucester, Me.; Samuel Dexter, from Gloucester, Mass., to Newport, R. I.; U. S. Grant, from Newport to Delaware breakwater, including Long Island sound; Lot M. Morrill, from Absecom, N. J., to Brodie's island, N. J.; William H. Crawford, the waters of Chesapeake bay, and Schuyler Colfax, from Brodie's island to Charleston, S. C.

MARITIME INCOMPETENCY OF THE CHINESE.

It is now learned that there will be no Chinese vessels at the great naval review to be held in American waters next spring. The Chinese government were sent a cordial invitation from the United States government to send some vessels representative of the Chinese navy to the review, but according to a report received from the Chinese Navy Department the reply states that China had but recently added steam vessels to her navy, and the officers were unacquainted with the navigation of the distant western seas, so that the many difficulties likely to be met would make it necessary to decline the invitation. For a country honored by the distinction of first using or inventing the compass, this is a somewhat unlooked for admission of maritime incompetency. Especially as Japanese naval vessels have traversed the oceans and have been complimented on the appearance of their ships and the discipline maintained throughout their navy.

FLOTSAM, JETSAM AND LAGAN.

A roll of charts has been picked up on the beach at Glen Haven, marked with the name of the schooner Kate Richmond.

It is now expected that the whaleback passenger steamer for carrying passengers at the World's Fair will be launched Dec. 3.

On reaching Racine each of the seamen on the schooner W. H. Rounds had $89 due them as wages on the passage up the lakes.

The schooner Grace Murray, which left Toledo with coal for Port Huron, sprung a leak on Monday and sank decks even with the water abreast of Bar Point. The crew managed to get ashore safely in the yawl.

The sunken schooner Nelson's cargo is insured for $,300 each in the Michigan Fire & Marine, Detroit Fire & Marine, Commercial Union and London Insurance; $,5000, each in the Active and Chicago; $8,000 in the British & Foreign.

The officers of the City of Marquette, on her arrival in port at Kewaunee, Wis., on Monday, reported that two bodies with life preservers on, supposed to be from the ill-fated Gilcher, were found on the east shore of Lake Michigan, near Manistee.

The survey of the steamer Waverly at Milwaukee places the actual cost of repairs at $3,737. Her steel inside arches are broken, the seams have opened and the butts started. The arches will have to be taken out aud replaced, and the hull thoroughly fastened and recalked.

The steamer Inter Ocean, coal laden for Milwaukee, is ashore on South Manitou island. It is not known how seriously she is damaged, but steam pumps have been sent and the powerful wrecking tug Favorite of the Swain Wrecking and Towing Co. hasbeen promptly despatched to her assistance.

About $2,000,000 will be a conservative estimate of the total losses for the season of 1892, and $375,000 of this amount was lost in the sinking of the two steel steamers. Insurance policies must net a fair amount to stand such a considerable loss, besides the expenses of conducting business, as underwriters' expenses are necessarily liberal.

The cargo of lumber on board the scooner Hattie Wells, which went ashore Saturday on Point Pelee, Lake Erie, and became a total loss, was worth $4,000, and was insured with P.H. Fleming & Co.of Chicago. The Wells was bound from Bay City to Tonawanda. She was owned by Friedrich Well of Port Huron and was worth $15,000. She carried no insurance.

Dock managers at Ashland, Wis., state that it will take the rest of the month to load boats already at that port, and there are others on the way up. Steam is being used to free the pockets of frozen ore. Cold weather is causing the usual delay this fall. A few Escanaba cargoes are still being taken at 90 cents, 70 cents is being paid on straggling loads of coal to Milwaukee but there is now little interest in the freight market.

CORRESPONDENCE.

☞We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

A WRONG RIGHTED.

A correspondent to THE MARINE RECORD, who, for official reasons, desires his name to be withheld, says, "I desire to say that your editorial in reference to the absence of night signals, including danger and distress signals, on the lakes, was most opportune. A case in point, which has resulted in a manner disastrous to a just cause, was the recent signals exhibited from the tug Temple Emery on her breaking down about six miles off Sturgeon Bay canal, Lake Michigan, three weeks ago. In this instance the tug burned a flare-up or torchlight which of course, and by custom, is the ordinary signal for a tug. The lookout at the life saving station supposed that the torch was a signal for a tug, as during the season I learn that some two thousand of such signals are generally shown, and this conception of the lookout was further borne out by the sighting of a schooner at daylight in the direction from which the torchlight was visible.

Now, while I am not connected in any official capacity with any branch of the government or the several marine departments connected therewith, I desire to see a wrong righted, inasmuch as the lookout on the life life saving station has been accused in Chicago and Milwaukee daily papers of incompetency. Following this up, I have, in the interests of the marine fraternity at large, made some close and searching investigations in this particular occurrence, and find that no possible dereliction of duty can be attached to the life saving service, the entire blame resting on the utter absence of any danger or distress signal known to the lake marine. There are many codes which I as well as other members of the marine fraternity might suggest as a danger signal for the lake marine, but possibly those in whose hands this branch of the service is placed, could do more effective work in this line; but, failing proper action, I will, in the near future, correspond with THE RECORD regarding a code of danger or distress signals for the lakes.

My main reason in writing this article is to correct the misstatements which have been published regarding the Sturgeon Bay Canal United States life saving station, as I feel positive in stating that there is no better disciplined and conducted station on the lakes, and the service is frequently blamed for many apparent discrepancies which really emanate from sources over which the life saving people have no control. Kindly give the foregoing a place in your columns and right a wrong which ought never to have been perpetrated." F. H. C.

Our correspondent seems to have grasped the subject in its entirety, and we trust that not only the Sturgeon Bay Canal United States life saving crew may be exonerated from all blame in the matter, but, that a danger or distress signal of some description may soon be inaugurated and duly authorized by the Commissioner of Navigation.—ED.

ANOTHER POLAR EXPEDITION.

General Isaac J. Wistar, president of the academy of natural sciences, confirms the report that Secretary Tracy had granted Lieut. Peary a three years' leave of absence. The second expedition to the Arctic region will now be made under the academy's auspices.

There are three objects in sending the expedition: first, to determine the northern coast line of Greenland; second, to ascertain if any land exists north of Greenland; third, to reach the geographical location of the North Pole or to get as near to it as possible. This journey will be attempted over the frozen surface of the Polar sea, to be made by Peary with but one companion.

A UNITED STATES MAIL FLAG.

The postmaster general has decided to adopt a special design for a flag which is to fly at the mizen of every United States vessel having on board the United States mails. Hitherto this has been impracticable from the fact that the mails have not been carried with any regularity on any particular vessels, but now contracts covering a number of years have been made with certain lines for the regular carriage of the mails. Several designs have been suggested by the steamship companies, and as soon as the department annual reports have been disposed of, the matter will be taken up.

ENERGETIC DULUTHIANS.—A NEW LIFE SAVING STATION.

At a special meeting of the Duluth Chamber of Commerce held last week a letter from S. I. Kimball, general superintendent of the life saving service, was read.

He said that it is his desire to establish a life-saving station at Duluth that shall be first-class in all respects. He enclosed blank forms upon which a conveyance of certain lots on the bay side desired for the purpose could be made. A committee consisting of Secretary Thompson and Directors Crosby and Hirsch was duly appointed to consider the advisability of holding a waterways convention in the near future. It is the intention to make it a convention that shall take decisive action on the question of a deep channel to the sea.

CHICAGO BOARD OF UNDERWRITERS.

At a recent meeting of the Chicago Board of Marine Underwriters the apparent dissatisfaction which arose through the organization of the Chicago Insurance Co., was by general consent, permitted to go over until the opening of navigation next spring. Conservative members of the board hope that a compromise may be reached during the winter, which will be satisfactory all around. "With the present condition of things," one general agent said, I predict that there will be no agreed tariff on vessel insurance next season."

Suitable resolutions in memory of L. L. Burton, general agent of the Cincinnati Underwriters, were adopted.

CHANGE OF LIGHT-HOUSE INSPECTORS.

Commander N. Ludlow detached as inspector of the ninth light-house district on December 15th and ordered to hold himself in readiness for sea service.

Commander J. J. Brice detached from duty in connection with the Fish Commission November 15th and ordered to duty as assistant to inspector of the ninth light-house district December 1st, and inspector of that district December 15th.

CLOSING DATE OF CANALS.

Superintendent Hannan, of the New York State Department of Public Works announces that the Champlain, Black River, Oswego, Cayuga and Seneca canals would be closed on Wednesday, November 30th, at midnight, and the Erie canal on Monday, December 5th, at midnight, unless sooner closed by ice. The date named for closing the Erie is five days later than usual.

CONTRACT FOR A NEW STEEL STEAM YACHT.

The Hamilton Bridge and Tool Company, of Hamilton, Ont., has received a contract to build a steam yacht for Albert E. Gooderham, She will be 101 feet 8 inches long, 9 feet 2 inches deep, 16 feet 9 inches beam, will be of steel, and will cost about $50,000. G. L. Watson, of Glasgow, is the designer, and she is to be equal to any steam yacht put afloat on fresh water.

ANNUAL REPORT OF THE SUPERVISING INSPECTOR GENERAL OF STEAM VESSELS.

From the annual report of the Supervising Inspector-General of the steamboat inspection service for the fiscal year ended June 30, 1892, it is learned that out of 1,950 applicants for pilot's papers, 59 were found to be color blind.

The number of steam vessels inspected, with their aggregate tonnage, and the officers licensed for the several divisions of navigation during the fiscal year were as follows:

Divisions.	Steamers.	Net tonnage.	Officers licensed.
Pacific coast.....	679	150,270.58	3,282
Atlantic coast.....	3,479	570,408.77	15,190
Western rivers.....	1,016	161,154.62	6,867
Northern lakes.....	1,973	601,903.73	8,370
Gulf coast.....	514	62,587.59	2,811
Total.....	7,661	1,546,325.29	36,520

The Supervising Inspector General takes occasion to state that the present steamboat laws went into operation February 28, 1871; and, therefore, with the beginning of the present year, they have stood the test of twenty-one years.

During that time the number of steamers inspected has increased from 3,102 inspected in 1870, under the law of 1852, with a total tonnage for that year of 942,272 gross tons, to 7,661 steamers inspected during the fiscal year ending June 30, 1892, with a total tonnage of 2,000,553.37 gross tons.

The Board of Supervising Inspectors, under the authority given them under the law, are constantly improving the methods of administration through the rules and regulations formulated by them for the government of the subordinate executive officers of the service in the performance of their duty, as well as raising the standard of the licensed officers of the service as rapidly as circumstances will permit them to do without making such standard prohibitory to the poor man who, by a rigid apprenticeship in the engine or deck department of a steam vessel, has mastered the practical knowledge required to serve as master, pilot or engineer, yet is without means of his own to obtain a technical collegiate education or influence to obtain such education at the expense of the government in either of its academies devoted to such education, although himself taxed for the support of such institutions.

NOTES.

THE marine editor who said the new steamer, Thomas Maytham, was built on the model of the Brazil should open his eyes. The Maytham is of 1,972 tons register and the Brazil 1,749. The Maytham is practically a straight-back steamer while the Brazil is built on regular lines. The Maytham is also about 20 feet longer than the Brazil.—*The Buffalo Enquirer.*

WHEN a yachtsman finds he has a good boiler in his boat, he is apt to want a similar one in his factory. If he has a factory and wishes to save fuel. Many of the officers of our large corporations own yachts. The Titusville Electric Light Co. are using a large Roberts boiler and claim that they are obtaining one-eighth more power and using exactly one-half the fuel as compared with their previous boiler.

LORAIN, O., has just lost two of her well known and highly respected citizens, engaged in the sailing interests. Capt. Ed Porter, fifty-four years of age, and Capt. Fred Woodruff were lost from the Gilcher and Monticello, respectively. Capt. Porter was especially well known as a representative lake mariner, and all who knew him speak in high terms of his technical ability.

GENERAL A. W. GREELY, U. S. A., is quoted as saying with reference to the proposed trip by Dr. Nansen, Norwegian explorer, across the North Pole: "I do not think Dr. Nansen will succeed. He is a young enthusiast, but has had no experience in Arctic exploration. True, he did cross southern Greenland on snow shoes, but that is a journey only one-quarter as difficult as that made by Lieut. Peary."

AN advertisement has been issued from the office of the General Superintendent, S. I. Kimball, of the Life-Saving Service, calling for sealed bids for the construction of the new life-saving station on the Fort Niagara Military Reservation. The bids will be opened at Washington on December 1st and must be for the entire work. It is estimated that the station can be constructed for between $5,000 and $6,000.

The record of the big passenger steamer City of Milwaukee during the present season has been a remarkable one. She made 196 trips between Grand Haven and Milwaukee, besides fifteen excursion trips to Racine and Port Washington. In all she ran 21,000 miles during the season without a more serious mishap than breaking two buckets off her paddle-wheel. She is now at Port Huron undergoing an overhauling for winter traffic.

THERE is no disposition evinced to let the Ludlow-Heyerman suspension difficulty rest at its present stage, and further inquiry will no doubt be called into force in the near future. The affair as it now stands seems to bar official action. No charges are preferred, consequently there seems to be no ground for calling a naval or military court to hear evidence in the case. The matter in its present stage is quite as unsatisfactory as it was a month ago.

Commander Nicol Ludlow, inspector of the 9th Light House District with headquarters at Chicago, has been notified by the Light-House Board, at Washington, that his detail as inspector of the 9th District would end on December 15th. The Lake Carriers' Association has petitioned that Commander Ludlow be retained, and there is a good deal of feeling on account of his removal, although the regular detail is issued at stated periods from Washington. It would seem that officers appointed to lake districts would better subserve all interests by being granted a longer period on their stations, as they no sooner become thoroughly acquainted with the special duties of their stations than their detail expires. There is a vast difference between ocean, coast and lake service, yet it is difficult to have this difference clearly recognized by the proper authorities at Washington.

THE report of the Secretary of the Treasury, which is now being prepared, will not be as interesting as usual, as in view of the coming change in administration Secretary Foster will abstain from recommendations. It is probable that throughout the entire report there will be but one recommendation. The Secretary has been asked to suggest to Congress the advisability of placing the steamboat inspection service outside the domain of politics, and while he doubts whether his suggestion will be followed, he will comply with the request. It is desired to place the steamboat inspection service, where no removals can be made for political reasons. The Secretary is all the more willing to accede to this request because he has never made any appointment in the inspection service for political reasons.

A CHANGE OF APPOINTMENT.

Passed Assistant Engineer Howard Gage, U. S. Navy, has been detached from the U. S. S. Michigan and ordered to the Union Iron Works as Inspector of the machinery of the Monterey.

GEN. GREELY ON POLAR EXPLORATIONS.

General A. W. Greely does not believe that the Nansen polar expedition will prove of any value or succeed in even a minor degree. He regards Dr. Nansen as a young enthusiast without experience in Arctic exploration. True, he did cross Southern Greenland on snow shoes, but that is a journey only one-quarter as difficult as that made by Lieutenant Peary. Dr. Nansen bases his belief that this current will float him across the North Pole on the alleged fact that drift relics were found near Julian's Haab, in Greenland. He presumes that these relics were carried to the coast of Greenland from the opposite side of the polar sea on a piece of ice. There is absolutely no evidence that the relics were from the Jeanette. They may have come from the Proteus. Engineer Melville wrote to Dr. Nansen and agreed to make a journey of five hundred miles in this country to any Danish consulate where these relics might be sent to identify them. The relics have never been identified, and the point that Dr. Nansan regards as strong and conclusive rests on very insecure foundation.

"Probably drift articles were found, but it is more reasonable to suppose they come from the Proteus, which was wrecked in Smith Sound, about one thousand miles north of Julian's Haab. The drift of the Resolute in 1853, of the Fox in 1859 and of the Polaris in 1872 show, what is well known from other sources, that there is a steadily growing current southward from Smith Sound into the Atlantic. The Proteus sank in July, 1883, so that a drift of eleven months must have brought southward many articles. Besides, if the articles were really from the Jeanette, there is no reason why they should not have taken a route down Kennedy Channel and by way of Smith Sound and Baffin Bay, and not across the North Pole. Such a route is hundreds of miles shorter than the one Dr. Nansen suggests. A distance of a hundred miles in the polar ice pack is quite a consideration."

NAVY APPROPRIATIONS.

Commodore Farquhar, chief of the Bureau of Yards and Docks, in his annual report to the Secretary of the Navy, expresses regret that the appropriations for the maintenance of navy yards and stations is so limited that it has not been possible to keep pace in repairs with the deterioriation. Great permanent improvements have been made, however, in the several yards. The commodore says there is a great necessity for a dry dock on the New England coast capable of taking the largest battleships, and he points to the possibly disastrous results of a naval combat off that coast without facilities for repairs. The same could be said of the necessity of a dry dock on the gulf coast. Stress is laid upon the necessity for an increase in the number of civil engineers to meet the demands of the service, and legislation is suggested looking to the increase of the corps to twenty, twelve to be civil engineers and eight to be assistant civil engineers, the assistants to be selected from graduates of the Naval Academy showing an aptitude for civil engineering and given a course in some civil engineering school. Vacancies in the grade of civil engineers to be filled by promotion from the grade of assistants, after examination. The estimates for the various yards and stations are as follows: Boston, $127,500; New York, $193,000; League Island, $338,396; Washington, D. C., $55,193; Norfolk, Va., $103,000; Mare Island, Cal., $238,938; Key West, Fla., $50,000; Port Royal, S. C., $10,243; Puget Sound, Wash., $32,000.

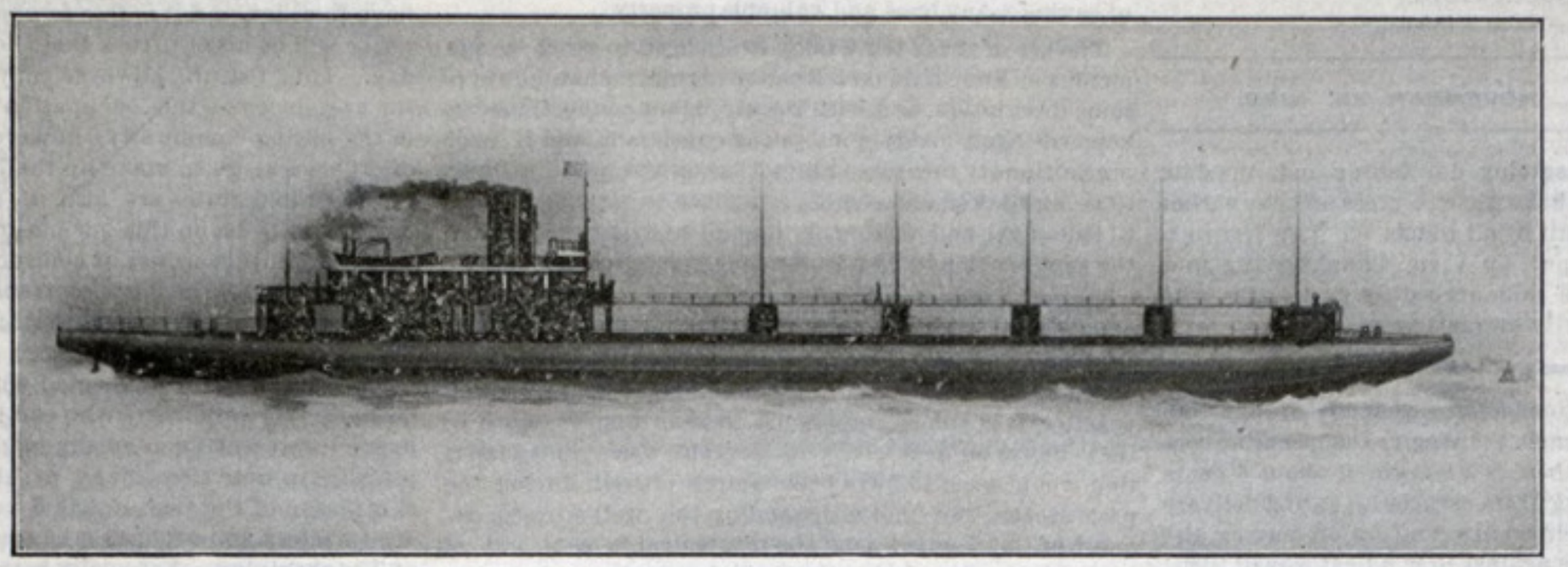
"WHALEBACK" LUMBER CARRIERS.

(Illustrated.)

Lumbermen are beginning to purchase and run their own vessels on the lakes, but, in line with the ore, coal and flour trades the American Steel Barge Co. are now about cutting into the lumber carrying industry on the coast as well as on the lakes.

The accompanying illustrations are after the design of the vessels intended for the Pacific trade between Puget Sound, Australia, China and the West Coast ports.

While Capt. McDougall did not admit that the whalebacks would carry lumber to Buffalo for $2 a thousand or 25 cents less than the minimum rate this last summer, yet, it is understood that will be the price charged, and it is even surmised by some that the freight rate may fall below that figure. A barge and her tow will carry about 2,000,000 feet of lumber, and the trip can be made in quicker time, by about one-third, with no more fuel and no larger crew than are required of the old-style boats carrying 500,000 or 600,000 feet.



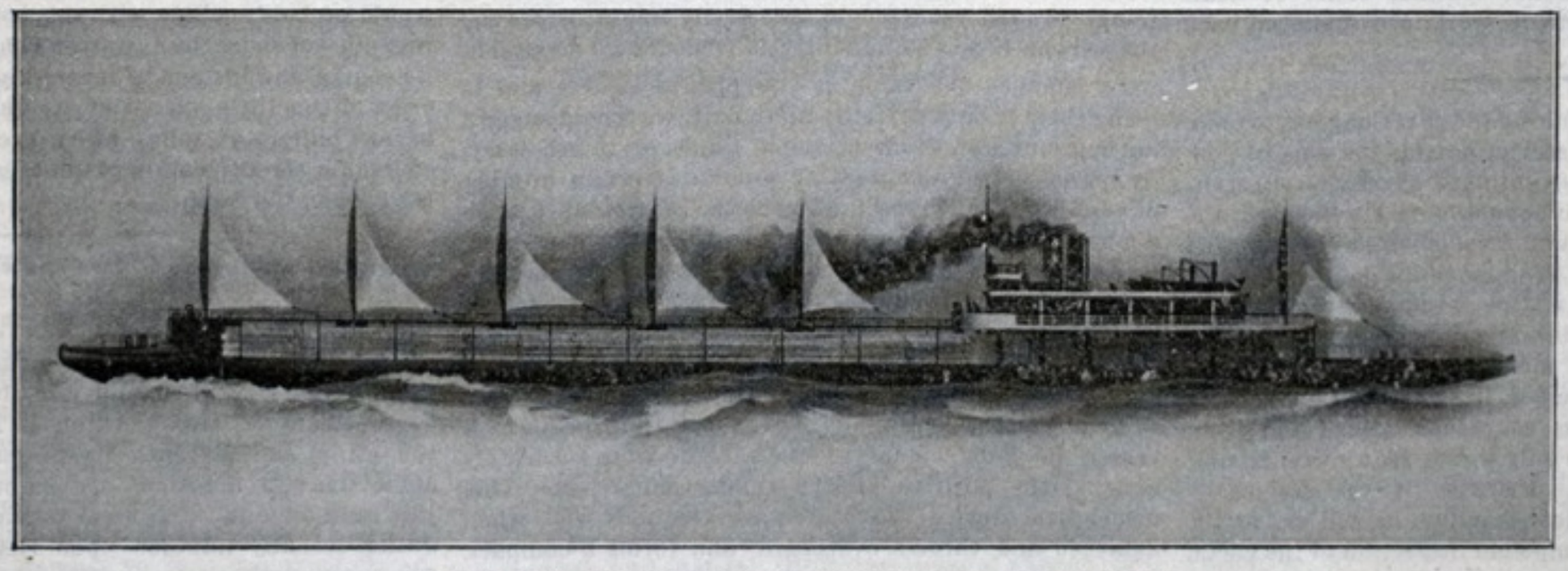
WHALEBACK LUMBER CARRIER, LIGHT.

It is still fresh in the minds of all about the lakes how the whalebacks, when they first made their appearance, were ridiculed. That was in 1889-90. Now 27 of these monstrous tubes, these cylindrical steel vessels, are in commission. The whalebacks are now almost the arbiters of freight rates, and, as we have said in a previous issue, are more than likely to command the situation in the future, especially, if building is kept up at such a lively rate as in the past, and there are no present indications of its slacking off anything. As an immediate instance of this fact, it may be cited that up to a couple of weeks ago, rates on wheat to Buffalo were running along easily and smoothly at four cents per bushel. But several of the McDougall whalebacks arrived in port, whose combined capacities equalled a half million bushels or more, and said "we will charter to Buffalo for 3½ cents," thus establishing a closing rate for the season on a declining scale, and every other vessel in the trade was obliged to follow suit.

In speaking of the whalebacks as a factor in the carrying trade of the lakes the *Northwestern Lumberman*, of Chicago, states:

"Precisely what has been accomplished in the cereal traffic will be duplicated in the lumber carrying business. Forest products will be moved from one point to another on the Great Lakes at a nominal cost. While to-day it costs from $3.25 to $3.75 to ship lumber from the head of the lakes to Lake Erie ports or to Chicago or South Lake Michigan ports, it will be but a short time before these rates will be materially lowered if not split in two. One of the principal items of cost is for loading and unloading vessels, and it will be so until some inventive and ingenious Temple or Linderman devises some means by electric cranes and swinging derricks, endless chains or other mechanical device for that purpose. This is a feature of the business that has been badly neglected. While the modern saw mill is supplied with machinery as complete and perfect in its operation as a printing press, vessels are still being loaded in the old-fashioned way by the Dutch and Norwegian elevators at from $3 to $5 a day per elevator."

The determination of the American Steel Barge Company to construct these wonderful carriers for the lumber trade will give to the lumber business at Duluth and Superior and in the northwest a new impetus. Heretofore deemed the best manufacturing point on the chain of Great Lakes, the city will now have an additional advantage in this increased facility for marketing her lumber, and in delivering it to the consumer or dealers in other towns at $1 to $2.50 a thousand cheaper in freight rates than at present. With the northwest clamoring for the cheaper grades of lumber and all the second quality stuff that can be turned out, and the east brought very near to the mills by the genius and enterprise of McDougall, the Duluth and Superior lumber man has reason to congratulate himself, and to reach out for all the stumpage he can carry in the future.



WHALEBACK LUMBER CARRIER, LOADED.

THE DEEP WATER CHANNEL.

The contracts for the twenty and twenty-one foot channel project between Buffalo, Chicago and Duluth will be awarded in eight distinct sections, and work must be begun by May 15, 1893, and completed within three seasons of 200 working days each, between May 15 and November 30. Congress has limited the cost of the channel to $3,340,000, of which $375,000 is now available.

The first section comprises the improvement of two shoals in St. Mary's river above the canal. The upper shoal lies northwesterly and the lower shoal northeasterly from the old Round Island light-house. The work to be done consists in excavating a channel within the side and end lines, the estimated excavation being 90,000 cubic yards.

The second section comprises the improvement of Little Mud lake, between the lower end of Sugar island and the lower end of the Dark Hole, St. Mary's river, the estimated excavation being 380,000 cubic yards.

The third section comprises the improvement of a reef abreast of Sarton Encampment island, St. Mary's river, the estimated excavation being 90,366 cubic yards.

The fourth section comprises the improvement of a shoal about one and one-half miles below Sarton's Encampment in Mud lake, St. Mary's river, the estimated excavation being 67,100 cubic yards.

The fifth section comprises the improvement of a number of small shoals at the foot of Lake Huron, the estimated excavation being 256,000 cubic yards.

The sixth section comprises the improvement of the St. Clair flats, the estimated excavation being 950,000 cubic yards.

The seventh section comprises the improvement of Grosse Point flats, the estimated excavation for the width of 300 feet being 120,000 cubic yards.

The eighth section comprises the improvement of the bar at the mouth of the Detroit river, the estimated excavation for the width of 300 feet being 11,000 cubic yards.

DAVID VANCE & Co. have forwarded to the owners of the Gilcher a draft for $25,000, representing the Commercial Union's risk on the lost steamer. Crosby, McDonald & Co., of Chicago, have done the same.

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CLEVELAND, O., NOVEMBER 24, 1892.

ON account of Thanksgiving day falling upon the date of our regular issue, we have gone to press one day earlier than usual, so as to admit of all hands on THE RECORD being in a position to put up their Thanksgiving in a proper, ship shape style and according to Gunter, who was a recognized authority on matters maritime.

FROM present indications a large quantity of lake tonnage will winter at Chicago. Owing to the peculiar conditions of the markets there is a margin of about 6 cents a bushel for boats loading grain cargoes for spring delivery at Buffalo. Some vesselmen are figuring on buying the grain and selling options against it as a neat way of turning a profit. It is not likely, however, that conservative owners will indulge in this method of business during the winter months. Duluth and Superior ought also to secure a fair share of vessels to winter at the head of navigation, as winter storage will no doubt be in brisk demand, though the later opening of the season in the spring is not in favor of winter moorings being secured at the latter ports.

THE next annual meeting of the Lake Carriers' Association ought to develop a humane committee to take cognizance of extreme cases of destitution brought about through the unavoidable casualties of the season, and kindred subjects, that might come within the province of such a committee to act upon. Recognition of signal acts of bravery in the saving of life or property, cases wherein a shipmaster proves technical skill worthy of emulation, assistance given in finding employment for aged, infirm or incapacitated seamen who may have sailed for a number of years in the vessels enrolled in the Association, and other similar features could be dealt with and much good humane work accomplished each year.

AN effort will be made during the next Congress to place the steamboat inspection service outside the pale of political preferences in the appointment of officers, supervising and local. This is as it should be. As well might the official heads of military and naval officers be decapitated at each change of politics, as to move for political reasons the men serving a branch of the national service in the inspection of steam vessels. If to the victors belong the spoils, the adage has been more honored in the breach than in the observance thereof, in so far as the office of inspectors of steamboats is concerned. Merit and technical ability should be the only direct requirements necessary to appointments, otherwise, if the service is whirled into a great political machine it will be at the expense of reliable and competent inspection of the steam tonnage of the United States.

IT is possible that on account of the frequent strandings, ploughing through shoal places and the invariable bottom damage customary on the lakes, that too much attention has been given to bottom construction, to the sacrifice of longitudinal strength in the upper works, which, after all, in consideration of, and in a great measure including the continual pounding the bottom receives, is the most vulnerable and important part in the construction of lengthy and shallow metal vessels. However hard the treatment a hull may receive it must be flagrantly weak in the original construction to show signs of punishment within the first few years, and it is, or should be, only after several seasons' work that the actual signs of structural inability becomes apparent. Further, it may be considered as a foregone conclusion, that any hull will sooner or later show up clearly wherein it is lacking in ability, and in metal vessels as in wood it is simply a question of time and treatment.

LOCATING DANGERS TO NAVIGATION.

THE United States district officers on the lakes, both in the Corps of Engineers and the Navy Department, have expressed a strong desire, ably endorsed by the Lake Carriers' Association, to have submerged dangers carefully located by masters and pilots, at such times as the dangers present themselves during the season of navigation, yet, on account of the fact that officers desire to get their vesssel afloat again at the earliest moment after striking or grounding, and the consequent work required at that time, few efforts have been made to properly locate dangers to navigation now existing, and being regularly met with on the lakes.

Last spring Col. Wm. Ludlow, Corps of Engineers, U. S. A., requested masters to mark or buoy any dangers, such as wrecks, reefs or shoals, that they might meet with or discover, and if such measures were carefully carried out, the record proves that it would be the means of saving many lives and valuable property.

The act of throwing a buoy overboard to mark a suspicious or known danger locality requires that buoys of some description, and with the attendaut connections, be kept at hand ready for casting overboard, and if such precautionary measures are not taken the spot is likely to go unmarked and remain a menace to navigation until the next and following casualties eventually makes the spot become known to the lake marine community.

Hitherto, there has been no other means of marking an obstruction than by first taking soundings and then dropping a sinker and buoy overboard, with sufficient line attached for the buoy to reach the surface, and in actual practice, it is almost impossible to keep one or more of these buoys on deck ready for instant use. This assertion would seem to have been amply proved during the past season, for, notwithstanding the well-advised request of Col. Ludlow, and the printed cards sent out at intervals by the Lake Carriers' Association, there has not been a single danger buoyed by shipmasters, although many shoal spots have been found where good and clear water was previously thought to exist. Such being the case, it would appear that some incentive ought to be advanced, making it of personal interest to masters and pilots to locate and mark unknown permanent or submerged dangers, the award to bear some relative proportion to the importance of the discovery. In this connection the general government could best subserve the interests of the lake mercantile marine by inaugurating a system whereby due and proper credit would be meted out to the skillful and energetic few, who would closely follow the work necessary to accurately locate sunken obstructions, such as would come under the head of wrecks, shoals and reefs. As a further incentive, the Board of Marine Underwriters might be urged to join in making the award something to be valued and sought after, for there seems little chance of the Corps of Engineers, under whose jurisdiction the lake charts are compiled, undertaking a general lake survey in the near future, and even should the measure be authorized by Congress, some years would necessarily elapse before the revised charts and sailing directions would be available.

To enhance the value of the present charts and to bring them if only partially up to date, we would suggest an appropriation from available funds, or, if necessary, by special act of Congress, to provide a certain number of vessels trading on each of, or on the several lakes, with a mechanical and accurate device to be thrown overboard so as to mark unknown dangers until these first marks were replaced by permanent buoys, stakes or beacons and properly inserted on the charts. The first step in this direction has already been made possible by an ingenious contrivance invented by a person in Detroit, so arranged, that a few hours after the foundering of a vessel the buoy comes to the surface, thus accurately locating the position of the submerged object. This mechanical device is found to work equally well when detached and thrown overboard, and forms a compact, reliable means of buoying sunken dangers. Commander Heyerman, U. S. N., recently light-house inspector of the eleventh district, tested and examined the appliance spoken of and found it to be admirably suited for the purposes for which it was invented, yet, it now appears that here the matter rested, nor have we heard of any further steps being taken to introduce the device where it would be found a most valuable adjunct to a ships equipment, especially so, in the United States navy, in the light-house, revenue marine and other maritime departments.

There would be of course the usual departmental forms, if not inertia, to be overcome in the adoption of this or a similar appliance, yet, so valuable, original and unique a method of marking submerged obstructions, or for determining the exact position of a sunken vessel, ought not to be left in desuetude on account of the moderate outlay required for such an equipment, and there seems but little doubt but that the subject if properly presented to the several departments, would meet with a wide endorsement and be the means of furnishing the lake marine with an improved system of locating natural and other obstructions until a thorough survey of the waters of the Great Lakes has rendered such measures of no further utility.

THANKSGIVING DAY.

The national Thanksgiving day comes around a trifle early for the sailing community of the lakes to enjoy a feast of the palatable "gobbler" in their own homes, but, let us hope that the season has been such, that the families of all who sail for a living will still find some measure of gladness and comfort to be thankful for, even in the enforced absence of him who has labored late and early to provide a bountiful table for the dear ones at home.

If we place the lake fleet at 2,500 vessels, with an averagage of ten men to each, there are not less than 25,000 men on duty through these fall storms, many of whom have families, and it is fair to assume that the large majority will be absent from their homes on Thanksgiving day. This feature, however, may be classed as one of the exigencies of the occupation engaged in, not alone in the sailing community, however, as many thousands of others who go to make up the 70,000,000 of population of the United States are also at other places than they may desire to be on this our national Thanksgiving holiday. With this crumb of comfort the seaman must rest content until all the work of transportation is taken out of the season of navigation that it is possible to encompass.

For those who are connected with the marine interests on shore there are many who can look to a long row of figures representing a goodly bank account, and it is a pleasure to note that many of these have, as usual at this season of the year, donat d a sum to provide for the aged widows and orphans a bountiful repast for the day of Thanksgiving. Especially is this the case at the port of Cleveland, the center of lake shipping, where an almost unlimited supply of turkeys and provision baskets will be presented to the worthy poor by Chaplain J. D. Jones of the Floating Bethel, who, for twenty-five years has labored well and faithfully on the chart courses of a true christian, and as one of whom we are told "loved well his fellow man."

Others of our community who are not so well favored in the matter of a bank account, may still give thanks for robust health (although all poor people are not robust) for a spirit of contentment, for the pleasure of enjoying the day with their families, and with the firm hope that although their turkey may be somewhat seldom, or as sailors say, having the one fault, of there not being enough of it, yet, another year may see the best the market can afford, health to enjoy it, and a thankful outlook for the future prosperity made more possible under the stars and stripes than under the national emblem of any other country.

All citizens of the United States may be thankful that the great comet which profound astronomers calculated would probably collide with this sphere and drive us off into eternal space the day after Thanksgiving, has altered its course, and instead of even knocking a chip off the crust of this little planet in its celestial gyrations, will be, say billions of miles away evoluting in its erratic course for the edification of another perhaps less favored world than the earth.

ANOTHER ENGINEER OFFICER FOR THE GREAT LAKES.

The successful completion of the twenty and twenty-one foot channel will no doubt engage the future attention of Gen. O. M. Poe, and probably for this reason the appointment of Major Milton B. Adams as engineer of the ninth and eleventh light-house districts, which include the now notorious district of St. Marys river, has just been announced from Washington. With the extra duties recently imposed upon Gen. Poe, he must have found the work most arduous and trying, and when it is understood that the General does everything he undertakes in the line of duty, in a thorough and efficient manner, it is easy to conceive that the increased duties were more than even so experienced an officer ought to have been saddled with for any longer a period than was absolutely necessary for the best interests of the service.

The important engineering works now being carried on at the St. Mary's Falls canal and in the Hay Lake channel will no doubt be left in charge of Gen. Poe, in addition to the several branches of work required on what we are proud to call a deep water channel throughout the connecting waters of Lakes Erie, Huron and Superior, and these stupendous works of engineering skill should more than fully occupy the attention of any one man, however gifted he might be; therefore, the relief of Gen. Poe from distinctively department, or rather district work, is a matter of congratulation, especially as the order not only furnishes the lakes with a skilled member of the Corps of Engineers, U. S. A., but also adds one more to the list of officers already in

charge of the many improvements now being carried on by the government at lake districts.

The appointment of Major Adams will again admit of Gen. Poe giving his entire attention as chief engineer of the north-west division, and it is to be hoped that the grand engineering works which Gen. Poe has planned and which are now in course of successful prosecution, will be completed in 1896, at which time Gen. Poe retires from active service.

Major Milton B. Adams was born in Pennsylvania and entered the West Point academy September 1st, 1861. He was promoted to major July 3rd, 1883, and was last on duty at Burlington, Vt.

Major Adams has had charge of the defensive works at Fort Montgomery, N. Y., the improvements of the harbors at Ogdensburg, N. Y., Plattsburg, N. Y., and Burlington, Vt.; the construction of a breakwater at Rouse's Point, N. Y., improvement of the St. Lawrence, Ticonderoga and Great Chazy rivers, the narrows at Lake Champlain, N. Y., and Otter Creek, Vt., and the examination of the harbor at Adams Landing, on Grand Isle and North Hero Harbor, Lake Champlain, Vt.

Major Adams is without doubt a highly accomplished officer and the entire lake interests will be pleased to welcome him to the field of his new labors and to give him hearty support in all work destined to enhance the facilities to shipping and improve the waterways, rivers and harbors in the ninth and eleventh light-house districts.

A NOBLE BENEFICENCE.

It may not be generally known that a band of charitable ladies enrolled under the title of the Woman's National Relief Association provide the life saving stations of the United States with parcels of good warm clothing, both in male and female attire. Many no doubt have thought that the life saving service procured these necessary comforts for the shipwrecked and distressed rescued from the jaws of death, but we fail to find in the annual reports any spare clothing allowances, therefore, the inference is, that these charitable women see that each station is supplied with the necessities of clothing.

This is a grand and noble work that the Woman's National Relief Association has taken upon itself, and the efforts of the association to assist those in dire extremity are again being solicited on behalf of discharged patients from the marine hospitals, who usually enter there with clothing either unfit to keep, or unsuitable to wear in their emaciated condition after recovering from a siege of sickness. If the association succeeds in raising funds (and they certainly will) to secure a supply of clothing for needy and destitute seamen discharged from the marine hospitals of the country, coupled with their already silent humanitarian work at the life saving stations, the United States will then have provided a private beneficence not entered upon by any other maritime power, and we wish the Woman's National Relief association a hearty "God speed" in their new though highly laudable purpose of taking care of our needy seamen who enter the hospitals poor, sick and destitute, and leave there not infrequently when too feeble for actual work or to follow their arduous calling. Many such cases, worthy of all reasonable assistance, occur the world over, and the new departure is a most excellent one, in rendering assistance to those, whether native or alien, who may be temporarily stranded on these hospitable shores.

THE past week has been a most disastrous one in the way of strandings and at this writing several vessels are still ashore with chances of heavy damages being received unless the weather moderates sufficiently to admit of salvage and wrecking expeditions getting promptly to work. The season, while it may possibly last for two or three weeks yet, may practically close within the next ten days. There is little or no demand for grain carriage, iron ore is beginning to freeze in the pockets and there is no rush in the lumber and coal freights, so that the wind-up of the season is drawing very near.

CIVIL SERVICE AND STEAMBOAT INSPECTORS.

Inspector General Dumont, of the steamboat inspection service, in his annual report to the Secretary of the Treasury, makes a strong recommendation in favor of a non-partisan personnel of the steamboat inspection service below the grade of supervising inspector.

His main argument on this point is that the present uncertain tenure of the office, as a rule, deters those best qualified for the service from seeking appointments therein. This fact alone he deems sufficient to convince any one that the public interests would be better served were local and assistant inspectors as secure in their tenure of office, during good behavior, as are the classified clerks in the executive departments. In the case of the last named, he says the worst result of misconduct on their part is remedial, whereas misconduct on the part of an inspector, possibly involving human life, is wholly irreparable.

THE FREIGHT SITUATION.

All boats except the railroad liners, are now on what is considered their final and last trip for the season, and have, in nearly all cases, chartered, or are provided with cargoes, so that chartering even during the past week has been very dull. Owners have been somewhat surprised by the Lake Superior ore and grain rates dropping when they had reasonably expected them to rise, but such has been the situation.

Some tonnage to load at Duluth was chartered yesterday as low as 3½ cents, and 3¾ cents was the best offer made, but, it now seems needless to state that 4¼ cents had been the freight rate figured on as the ruling quotation at about this time and the drop is only accountable for by the eastern market conditions. Chicago grain freights are equally demoralized, and some winter storage has been secured at 4 cents for spring delivery.

Ore rates are not changing, shipments from Lake Superior have practically closed, as the ore is beginning to freeze in the pockets, but Escanaba and Gladstone will probably operate if this weather holds out for ten or twelve days longer at the old rates.

Little is doing in coal, except to Lake Michigan and the rivers, Lake Superior shipments have ceased, the Chicago rate is still 75 cents and Milwaukee 70 cents.

Lumber receipts have been heavy during the last few days, but many of the carriers in this line of trade are now beginning to lay up and but little more will be carried in the usual bottoms this season, although, no doubt, many vessels will work as long as their insurance policies will permit on a moderate extension.

U. S. ENGINEER OF THE NINTH AND ELEVENTH LIGHT-HOUSE DISTRICTS.

Under orders issued from headquarters at Washington, Maj. Milton B. Adams, Corps of Engineers, will proceed to and take station at Detroit, Mich., and report by letter to the Secretary of the Treasury for duty as engineer of the Ninth and Eleventh light-house districts, relieving Col. Orlando M. Poe, Corps of Engineers from duty.

By direction of President Harrison, Secretary of War Elkins has appointed Major Adams engineer of the ninth and eleventh light-house districts, the position recently vacated by Col. Wm. Ludlow, at the request of the Light-House Board. At that time General Casey, chief of engineers, directed General Poe to assume charge of the work, but recently Col. Ludlow was detailed to relieve Gen. Poe of some of the river and harbor improvements along the Michigan shores of the lakes. Major Adams the new appointee, is a Pennsylvanian and is 47 years old. At the age of 20 he was made first lieutenant of engineers; five years later he was promoted to a captaincy, and in 1883 was made major. Since graduation he has seen service at Massachusetts Bay, West Point, New Orleans, Chattanooga, Whitestone, Wash., Louisville, Buffalo, Cleveland, Erie, Dunkirk, Ashtabula, Conneaut, Little Rock, San Francisco, New York, Vermont and Fort Montgomery.

NEW TONNAGE ENROLLED.

The only new tonnage hailing from lake ports to which official numbers have been assigned by the bureau of navigation during the week ending November 12th, 1892, is the sail vessel Rose Etta, 12 tons, of Marquette, Mich., and the three unrigged or canal vessels, Charles E. Conrad, of 135 tons, David J. Crosby, of 127 tons, and the Rhoda and Charlie, of 135 tons, all hailing from Buffalo, N. Y.

THE ATLANTIC OCEAN FLYERS.

What are the limits of the marine architect in the building of mighty ships? asks the New York *Sun*. A representative of one of the great lines thinks this question may be answered in Yankee fashion by propounding another, and that is: How big must a ship be before her running expenses exceed her receipts? Will larger ships than the giantess of the Cunard fleet, the Campania, launched last month on the Clyde, be sent forth to battle for commercial supremacy of the Atlantic? Other competitive lines doubtless will build, and we may not unreasonably expect to see within the next few years a flyer of greater tonnage and power than the Campania. An American engineer of large experience recently wrote to Mr. Vernon H. Brown, of the Cunard line, congratulating him on the launching of the great Cunarder, and expressing the belief that the day was not remote when the 1,000-foot ship would be in service between New York and Liverpool. Mr. Brown says he does not see what is to prevent the coming of this maritime Colossus if it can be demonstrated to the line that may order her from the ambitious British builders that she will yield a reasonable income. There is now no dock either in New York or Liverpool large enough to accommodate such a vessel. The biggest docks we have, recently lengthened for the twin-screw ships now in service, are not over 700 feet long, and they would not be wide enough, even if lengthened, safely to berth a 1,000-feet ship, whose beam would be close upon 100 feet. The Liverpool docks were not large enough for the White Star flyers, and these vessels are docked at Birkenhead, which bears the same relation to Liverpool that Brooklyn does to New York.

There was a strong feel among shipping men when the pioneer of the twin-screw Titans, the City of New York, was launched in 1888 that she would ruin the Inman Company. She turned out to be an immensely profitable ship, and in the important item of coal consumption she showed herself more economical by nearly $100 a day than either the Etruria or Umbria, then the swiftest merchant ships afloat. The sister Cunarders burn about 350 tons, and the City of New York and City of Paris burn each about 325 tons a day. The conservatives opened their eyes when they heard that the Cunard Line was building two 600-foot ships. They had supposed that no company would venture beyond 10,500 tons of the City of Paris, and they shook their heads after the ancient custom of shellbacks, and looked a big doubt they did not care to utter after the failure of their evil prophecies about the first twin screw. The Campania is more than 2,000 tons larger than the sister ships of the Inman Line. The only vessel ever launched that was bigger than the Campania was the ponderous Great Eastern, whose designer sought to solve the problem of swift ocean navigation by bulk, combined with the comparatively insignificant horse-power of 6,200, applied to paddle wheels and propeller. The Great Eastern was 680 feet long and eighty-three feet broad, or sixty feet longer and about thirteen feet broader than the Campania. The builders of the Campania expect her engines to develop, after she has been in service a season or two, between 29,000 and 30,000 horsepower, or nearly five times as much as the Great Eastern used ineffectually and with much expense, owing to the comparatively crude development of the marine engine of her time. The Cunard Company feel so well-assured that the Campania will be a swift and profitable ship that they have duplicated her in the Lucania, which will be launched next month.

The Campania slid from the ways at the yard of the Fairfield Company, the builders also of the Etruria and Umbria, September 8. The Clyde was dredged immediately opposite the yard, as there was fear that the deep draught of the ship would cause her to strike bottom. She made hardly any commotion when she took the water. She is built somewhat on the lines of the Umbria, having a straight stem and an elliptical stern. She will have, when completed, two pole masts. She measured 620 feet over all and 600 feet on the water line, and thus has an over-hanging stern of 20 feet. Her extreme beam is 65 feet, 2 inches, and her depth of hold from the upper deck is 43 feet. She will have sixteen water tight bulkheads, so constructed that in case of damage to any two of them she will still be able to float. She is built to meet admiralty requirements, for serving as an armed cruiser in time of war, having decks specially arranged and strengthened to carry guns, and her vital parts protected. Unlike the other twin screw ships, the Campania has an opening in the stern frame similar to that in a single screw steamship. This is intended to give the propellers more freedom of movement. No brackets are fitted to the stern frame to support the outer end of the shafts. Instead the frames of the hull are bossed out and plated over so as to form the stern tubes. At the outer end of these are strong castings of steel, which answer the purpose of brackets and being a continuation of the lines of the hull are supposed to offer the least resistance to propulsion.

It may be assumed from this description of her business end that the Campania was built for a racer. Her designers and constructors have done away with almost every conceivable hindrance to speed that exists in the best of the twin screw fleet in service. But the most marked difference between the Campania and the City of Paris, fleetest of steamships, is in their engines. The engines of the City of Paris are triple expansion; that is, each set has three cylinders, one high pressure, one intermediate and one low pressure.

The engines of the Campania, although nominally triple expansion, might not improperly be called quintuple expansion. Each set of engines is fitted with five inverted cylinders, two of which are high pressure, two low pressure, and one intermediate pressure. The forward and after cylinders are tandem, that is the high pressures are placed above the low pressures. The exhaust is from the high pressures to the intermediate, and thence to the double low pressures. Engineers say that these are the most powerful engines ever constructed. The cylinders are arranged to work on three cranks, and set at an angle of 120° degrees with one another, and all having the same stroke. Steam is generated for the engines in twelve big double-ended boilers, arranged in two groups, with one funnel for each group. Each boiler has eight furnaces, ninety-six in all.

Excepting her rudder, the Campania is entirely of British build, which is formed of a single piece of steel, and was rolled by Krupp, the gunmaker of Essen.

With the advantages her constructors have had through studying the weak points of the racers of this season the Campania ought to carve a large slice off the record in a year or so, when her engineers begin to understand her. Since June, 1888, when the Etruria held the record, then 6 days, 1 hour and 55 minutes, the twin screw speeders have reduced the time between Sandy Hook and Queenstown by 11 hours and 31 minutes. In the next four years we may not reasonably expect the power of steam, which has its limitations even when exerted through triple expansion engines, to knock another eleven hours or more off the record. But we may hope to see the Campania fulfill the expectations of her owners, just as the other big ships have sometimes done after disappointing first efforts, by covering the ocean race track at the average rate of twenty-two knots an hour, thus bringing Queenstown within five and a quarter days of New York. Should she develop twenty-three knots, and maintain it for the voyage, the new world and the old will be divided by only about five days, counting the difference of longitude in time.

MARITIME LAW.

COLLISION.—STEAM ANCHORED VESSEL—FOG—ANCHORAGE GROUND. CLARK VS. STEAMSHIP BUFFALO.

U. S. District Court, Southern District of New York.

When a sailing vessel, which was laying at anchor in Boston harbor in the midst of a dense fog, and which the court found, on conflicting evidence, was at the time properly ringing her bell, was run into by a steamer, which was slowly feeling her way across anchorage ground at least 1200 feet out of the ordinary course of such vessels, and there was no difficulty in the steamer keep-off such anchorage ground by sounding which the steamer did not do, it was held, that the sailing vessel was entitled to recover of the steamer. Brown, J.

COLLISION.—STEAM VESSELS MEETING IN CHANNEL—PROPER SIDE—PERSONAL INJURY.

U. S. District Court, Southern District of New York.

1. Where a tug with a tow attempted to pass a steamboat in a channel 1000-1100 feet wide, the vessels exchanged a signal of one whistle, and the evidence showed that the tail of the tow, which was going with the tide, had swung at the time of collision nearly three-fourths of the distance across the channel, and also that the steamboat did not recover until just before the collision, attempting to shave by the tow, although its swinging was apparent in season, it was held, that the collision was due to the fault of both the steamers.

2. A boatman who is not struck or thrown with the water by the blow of a collision but of his own volition remains aboard of the disabled boat after the collision, his health suffering from the consequent exposure, can not charge his personal injury as an item of the damages occasioned by the collision.

Circuit Court of Appeals, Fifth District. June 20, 1892.

SALVAGE—COMPENSATION—CONTRACT.—An award by the district court of salvage equal to the amount contracted for by the master will not be disturbed merely because it seems large in proportion to the value of the property saved, when it appears that the contract was entered into after full deliberation, and with opportunity to procure other aid, and that it seemed fair and just at the time it was made, 49 Fed. Rep. 662, affirmed.

Appeal from the District Court of the United States for the Southern District of Georgia, Eastern Division.

Locke, District Judge. The facts and circumstances in this case have been very fully stated in the opinion of the district judge, (49 Fed. Rep. 662,) and we do not consider it necessary to review them. The schooner Agnes I. Grace was in peril, and assistance to save her and her cargo from total loss was absolutely necessary. The master was helpless to extricate the property in his charge from danger, but thoroughly conversant with his situation and surrounding circumstances, and had ample time and opportunity to make such investigations as were necessary to enable him to procure assistance. After the appellee herein had made efforts to float the schooner, and been unsuccessful, and after a full consultation and consideration, the master entered into a contract which he considered as favorable as could be made. The agent of the underwriters at Savannah visited the schooner while on the bank after the agreement had been made, and it does not appear that he made any objections to the terms of it, but, on the contrary, expressed his doubts as to whether the schooner could ever be saved. The master visited Savannah subsequent to the agreement, and had every opportunity to solicit assistance, but he considered he had done as well as he could, and made no effort to procure other aid. This case cannot be considered as belonging to that class of cases of contract for salvage services where the master, being upon the high seas or on an uninhabited coast, at a distance from all other aid, is absolutely helpless, and without power to procure assistance other than that offered, and compelled in consequence to make a hard and inequitable contract. He was within easy reach of Savannah, where, had he desired to assume the risk for his owners, he could have procured lighters and other tugs to render the service In the Helen and George, Swab, 368, Dr. Lushington, speaking of contracts for salvage service, says:

"The principle upon which the court acts is that, if satisfied that an agreement has been made, it will carry it into effect, unless totally contrary to justice and the equity of the case."

Again, in the British Empire, 6 Jur. 608, he says:

"When there has been a definite, distinct agreement, with ample time for the parties to consider what they are doing, the court would be reluctant to interfere with it."

In the Wellington, 48 Fed. Rep. 478, Judge Ross enforced the payment of an amount which he states was undoubtedly too large for the service, but not so exorbitant as to justify the court in setting it aside. In Post vs. Jones, 19 How. 150, the court says:

"Courts of admiralty will enforce contracts made for salvage service and salvage compensation, where the salvor has not taken advantage of his power to make an unreasonable bargain."

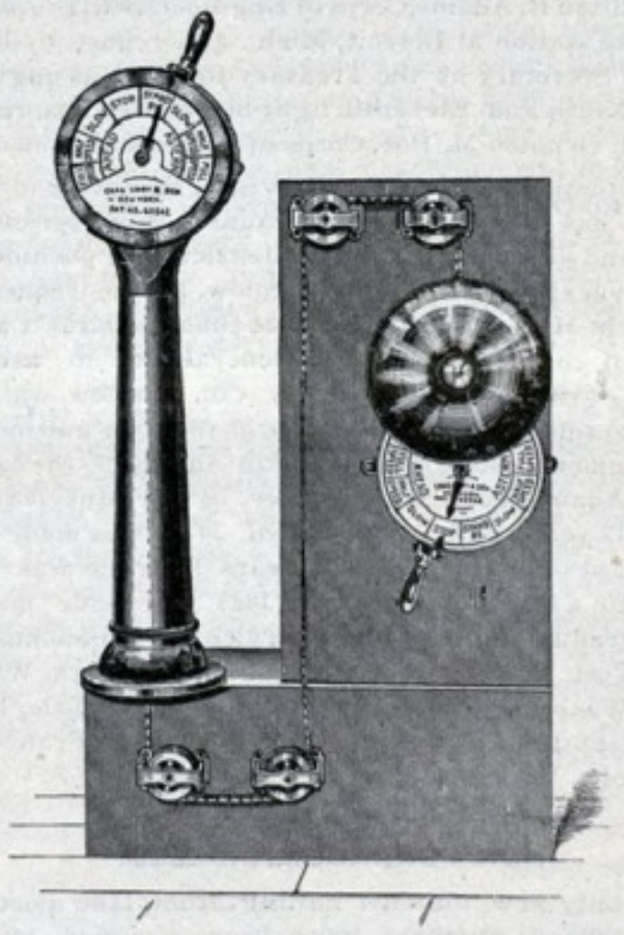
In this case the property of the appellees, to a large amount, incurred risks in rendering the service much greater than of ordinary navigation. They also became responsible for the safety of the third tug, not owned by them and of the lighters employed, to an amount exceeding that of the entire contract. Before the performance of the service the agreement appears to have been considered by all fair and just; and, if so then, it cannot now be considered otherwise because of its successful rendition by appellees, who had assumed all expense and risk. Although the amount given may, under the circumstances, appear high, in proportion to the value of the property saved, this court does not deem it sufficiently unreasonable to disturb the judgment of the court below. It was unquestionably the duty of the district court to consider the petitions of the interveners, and determine their claims against the fund in the registry of the court from the sale of the vessel, and the amount incurred in the care, custody and preservation of the cargo; and the judgment and decree of the court below is affirmed, with costs. And so it was ordered. Fed. Rep., Vol. 51, pg 59.

THE CORY MECHANICAL MARINE TELEGRAPH,

(ILLUSTRATED.)

The need of a good mechanical telegraph of national manufacture to be placed on American steamers has now been filled by the firm of Chas. Cory & Son, of New York, placing on the market a perfected mechanism of the greatest value. These instruments until quite recently were imported from Liverpool, England, and many of the large steel steamers on the lakes are fitted with the foreign device, but, with the advent of the Cory patent, fewer orders will now be sent abroad.

The mechanical marine telegraph has become a necessity so as to convey orders to the wheel-house and engine-room in the most positive and expeditious manner possible, and no steamer can now be considered well equipped that has not a mechanical connection for transmitting orders, such as the telegraph dial and gong.



The cut presented herewith shows clearly the mode of connection, dial and means of working same. The manufacturers produce two standard sizes of the telegraph, a large, powerful size for steamers of great dimensions and the smaller size for yachts and small steamers. All of the ships for the United States Navy have been fitted with the Cory mechanical marine telegraph and in the merchant service the principal lines of steamers, including all of the Red D Line, the U. S. and Brazil Mail Line and the James E. Ward & Co. steamships are fitted with the Cory device, as well as a large number of steamyachts and other class tonnage. The most gratifying feature in connection with the device is the well-founded claims of the manufacturers in asserting the superiority of their machines both in action and durability over those made in foreign countries. Nothing but brass and composition is used in their manufacture and when once placed on board of a ship there is no possible chance of derangement or any need of repairs during the life of the material. The telegraphs are, of course, repeaters, that is, an order communicated to the engine-room is repeated back to the sender, thereby obviating any chance of a misunderstanding of the order telegraphed.

NOTICE TO MARINERS.

OFFICE OF U. S. LIGHT-HOUSE INSPECTOR, ELEVENTH DISTRICT, DETROIT, MICH, November 18th, 1892.

Notice is hereby given that the steam buoy tender Marigold will, on and after the 22nd inst., commence to take up the buoys for the winter in the Eleventh light-house district. Their position will be marked with cedar spar stakes, all properly painted. J. J. READ,

Commander, U. S. N., Inspector 11th L. H. district.

RECORD OF RAPID ORE LOADING.

The New York *Maritime Register* prints the following letter from R. D. Bucknam, coast superintendent of the American Steel Barge Co. and late master of the whaleback steamer J. L. Colby. "I loaded the whaleback steamer 'J. L. Colby,' at the new port of Sigua, Cuba, and brought to Philadelphia the first cargo of iron ore shipped by the Sigua Iron Co. from their mines.

The port of Sigua is 23 miles east of Santiago de Cuba, and is perfectly safe for ships to load in, the ore piers being protected from the prevailing S. E. winds by a stone breakwater. The port is easy of access, and a cargo of 3,000 tons can be easily loaded in three hours, as it is simply a matter of lowering the chuts in the hatches and letting the ore run in, the whole cargo being stored in pockets on the pier. I loaded 1,400 tons in less than one hour actual time. I am familiar with iron ore docks in different parts of the world, and I can safely say that Sigua is the best place I ever loaded iron ore. There is 30 feet of water at the dock and no shoals or reefs in the approaches to the harbor."

Mr. John Birkinbine in his "Production of Iron Ores in 1891," gives the record of most rapid ore loading at the Chicago & Northwestern docks at Escanaba. The maximum quantity handled at the Escanaba docks in 24 hours is given as 42,320 long tons. Among individual instances of rapid loading, Mr. Birkinbine mentions the steamer Massachusetts that took on 1,659 long tons in 45 minutes; the Maryland 3,027 tons in three hours; the Maryland, 3,132 tons in four hours; the Cambia, 2,379 tons in two hours; the Kaliyuga, 1,927 tons in two hours; the Manchester, 2,502 tons in two hours; the Manhattan, 1,850 tons in 45 minutes.

Mr. H. A. Barr, agent of the Chicago & Northwestern at Escanaba, adds the following records; Manhattan, 2,010 tons in 45 minutes; Kaliyuga, 2,120 tons in an hour; Manhattan, 2,080 tons in an hour and a half. Briton 2,600 tons in three hours; Maritana, 4,218 tons in three hours and a half; Mr. Barr makes this further comment: "Our fast loading simply depends upon the ability of a boat to take the ore; for our pockets hold, in one dock, 2,000 tons, and if a boat has eight or nine hatches, so we can lower that many chutes at once, and if the ore is dry, it is only a matter of a very few minutes to clean out the eight or nine pockets, as they can all be worked at the same time. The time it takes a boat to shift is what makes it take so long to load. We have very often emptied pockets of 125 to 150 tons in five minutes and can do this whenever the ore is dry and everything favorable."

PROPOSALS.

U. S. ENGINEER OFFICE, HICKOX Building, 185 Euclid Avenue, Cleveland, O., November 1, 1892. Sealed proposals for dredging in straight channel through Maumee Bay, for Toledo Harbor, Ohio, will be received at this office until 2 o'clock, p. m., of Thursday, December 1, 1892, and then publicly opened. Specifications, blank forms and all available information will be furnished on application to this office. JARED A. SMITH, Corps of Engineers, U. S. A. 10-24

U. S. ENGINEER OFFICE, 34 WEST Congress st., Detroit, Mich., November 9, 1892. Sealed proposals for furnishing all labor, materials, and appliances, and excavating a ship channel 20 and 21 feet deep between Chicago, Duluth and Buffalo will be recived at this office until 2 p. m., standard time, on the following dates, and then publicly opened: For third section, Sailors' Encampment, on December 9, 1892; for seventh section, Grossepoint Flats, on December 10, 1892; for sixth section, St. Clair Flats, on December 12, 1892; for eighth section, mouth of Detroit River, on December 13, 1892; for second section, Little Mud Lake, on December 14, 1892; for fifth section, foot of Lake Huron, on December 15, 1892; for fourth section, Mud Lake Shoal, on December 16, 1892; for first section, Round Island shoals, on December 17, 1892. Specifications, blank forms, and all available information will be furnished on application to this office. O. M. POE, Colonel Corps of Engineers, Bvt. Brig.-General, U S. A. 11-10—12-1.

UNITED STATES ENGINEER OFfice, Grand Rapids, Mich., November 8, 1892. Sealed proposals for pier construction at the harbors of Muskegon and Grand Haven, Mich., will be received at this office until 10 a. m. on December 1, 1892, and then publicly opened; and proposals for like work at the harbors of Manistee and St. Joseph, Mich., and Michigan City, Ind., will be received at this office until 10 a. m. on December 2, 1892, and then publicly opened. Specifications, blank forms and all available information will be furnished on application to this office. WILLIAM LUDLOW, Major of Engineers, Bvt. Lieut. Col., U. S. A. 17-24